


PROJECT 10073 RECORD

1. DATE - TIME GROUP		2. LOCATION	
1 Aug 66 31/2010Z		Manila, Republic Phillipines (Multiple)	
3. SOURCE		10. CONCLUSION	
Military			
4. NUMBER OF OBJECTS		11. BRIEF SUMMARY AND ANALYSIS	
6			
5. LENGTH OF OBSERVATION			
30 minutes			
6. TYPE OF OBSERVATION			
Air Visual (BX)		SEE CASE FILE	
7. COURSE			
Not Reported			
8. PHOTOS			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
9. PHYSICAL EVIDENCE			
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			

UFO SIGHTING

On the 1st of August 1966, while on a flight to the Phillippines, I sighted several lights in the sky which to me could not be logically explained. Looking out the left side of the aircraft (to the South of our position), I saw three evenly spaced lights, stacked similar to a set of stairs. The lights appeared generally steady with an occasioned blinking. There was no apparent movement, but as I watched, the lights disappeared and re-appeared several times. When I first saw the lights they were to the left slightly to the rear of our aircraft, when I last saw the lights they were to the left and slightly forward of our position.


GEORGE R. STATLER, TSgt, USAF
~~Flight Mechanic~~
WEATHER OBSERVER

31 July Pacific
1 Aug

TDETR/ Maj Quintanilla, Jr/70916/h1/16 Aug 66

Request for UFO Information

AUG 18 1966

54th Weather Recon Squadron

1. This office is in receipt of an unidentified flying object report from Clark Air Base, in message DOI 00009 August 1966. The message states that the witnesses' home base is Anderson AFB. Since the information which we received was not sufficient for evaluation, request you contact the following witnesses and obtain from them, a narrative statement of what each observed and forward to our office upon completion.

- a. Major W. V. Stephens, AC
- b. Captain H. R. Lagerwall, Second Pilot
- c. 1st Lt R. E. Weaver, Instructor Navigator
- d. 1st Lt K. B. Kaiser, Weather Observer
- e. SSgt F. W. Henry, Jr, Flight Examiner, Dropsonde Operator
- f. TSgt G. R. Statler, Student Dropsonde Operator
- g. ALC R. H. Zipperer, Flight Mechanic

2. The report indicated that Capt Lagerwall had taken 35mm shots of UFO. Request the original negatives be forwarded to this office to aid in evaluating their observations. When submitting the negatives also give camera data outlined in paragraph 18a (3), AFR 200-2. Upon completion of analysis we will return the original negatives along with one print and our evaluation.

FOR THE COMMANDER

W. S. Wheeler

WARREN S. WHEELER, Colonel, USAF
Deputy for Technology & Subsystems

COORDINATION

ORIGINATOR:

H. J.
TDETR MAJ H QUINTANILLA, JR

DATED *16 Aug 66*

TDET

R. A. Jones Col.
DATED *17 Aug 66*

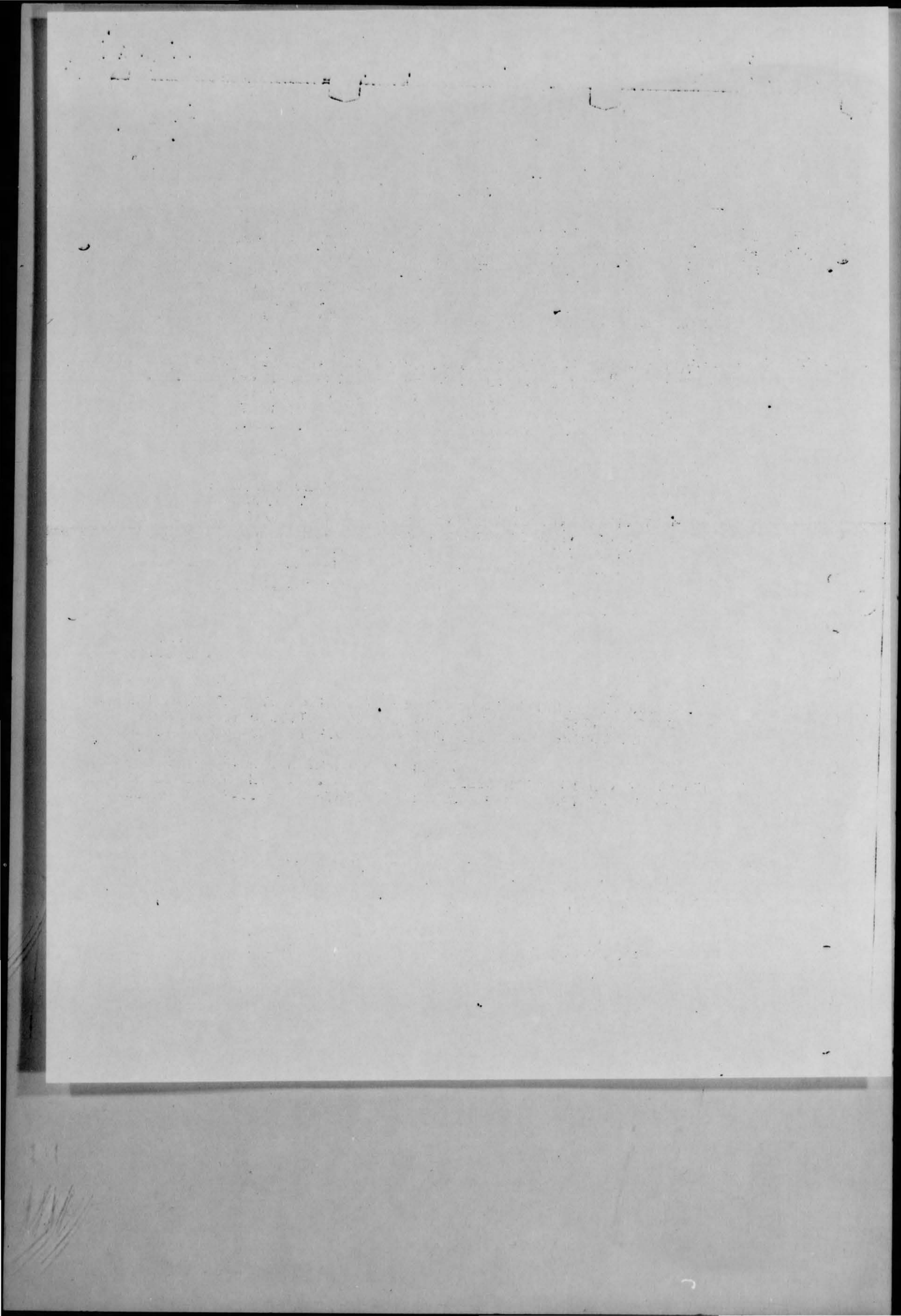
TDETR OFFICIAL FILE COPY

PROPERTY

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sent
Neg. 1
photo

TDETR/Maj Quintanilla, Jr/70916/hl/10 Oct 66

Request for UFO Information (54 WRSA (MAC) ltr, undated)

OCT 12 1966

54th Weather Reconnaissance Squadron (MAC)

Reference the unidentified observation of 1 August 1966 by the crew of a WC - 130E aircraft. Request information on any aerial refueling missions that could have caused this particular observation.

FOR THE COMMANDER

L. de Goes
LOUIS DE GOES, Colonel, USAF
Deputy for Technology & Subsystems

COORDINATION

ORIGINATOR:

TDETR MAJ H QUINTANILLA, JR

DATED *10 Oct 66*

TDET

DATED *10 Oct 66*

TDETR OFFICIAL FILE COPY

TDETR/ Maj Quintanilla, Jr/70916/hl/16 Aug 66

Request for UFO Information

AUG 15 1966

54th Weather Recon Squadron

1. This office is in receipt of an unidentified flying object report from Clark Air Base, in message DOI 00000 August 1966. The message states that the witnesses' home base is Anderson AFB. Since the information which we received was not sufficient for evaluation, request you contact the following witnesses and obtain from them, a narrative statement of what each observed and forward to our office upon completion.

- a. Major W. V. Stephens, AC
- b. Captain H. R. Lagerwall, Second Pilot
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- d. 1st Lt K. B. Kaiser, Weather Observer
- e. SSgt F. W. Henry, Jr, Flight Examiner, Dropsonde Operator
- f. TSgt G. R. Statler, Student Dropsonde Operator
- g. ALC R. H. Zipperer, Flight Mechanic

2. The report indicated that Capt Lagerwall had taken 35mm shots of UFO. Request the original negatives be forwarded to this office to aid in evaluating their observations. When submitting the negatives also give camera data outlined in paragraph 12a (3), AFR 200-2. Upon completion of analysis we will return the original negatives along with one print and our evaluation.

FOR THE COMMANDER

W. S. Wheeler

WARREN S. WHEELER, Colonel, USAF
Deputy for Technology & Subsystems

COORDINATION

ORIGINATOR:

TDETR MAJ H QUINTANILLA, JR

DATED

TDET

X. R. Jones Col. DATED 17 Aug 66

TDETR OFFICIAL FILE COPY

TDETR/Maj Quintanilla, Jr/70916/h1/12 Aug 66

Request for UFO Information

54th Weather Recon Squadron

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FOR THE COMMANDER

WARREN S. WHEELER, Colonel, USAF
Deputy for Technology & Subsystems

COORDINATION

ORIGINATOR:

TDETR MAJ H QUINTANILLA, JR

DATED 12 Aug 66

TDETR MAJ H QUINTANILLA, JR
Dated 15 Aug 66

54WNSA (MRC)

Request for UFO Information

Hq Foreign Technology Div (TDFTD)(AFSC)

Reference your letter same subject as above, dated 18 Aug 66, the attached statements are forward per your request.

FOR THE COMMANDER

GEORGE E. DELILUKA, Capt, USAF
Administrative Officer

7 Atch
a/s

DEPARTMENT OF THE AIR FORCE
54TH WEATHER RECONNAISSANCE SQUADRON (MAC)
APO SAN FRANCISCO 96334



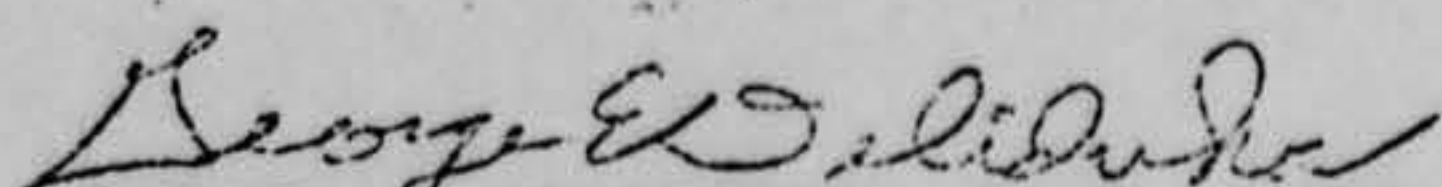
REPLY TO
ATTN OF: 54WRS (MAC)

SUBJECT: Request for UFO Information

TO: Hq Foreign Technology Div (TDETR)(AFSC)

Reference your letter same subject as above, dated 18 Aug 66, the attached statements are forward per your request.

FOR THE COMMANDER


GEORGE E. DELIDUKA, Capt, USAF
Administrative Officer

7 Atch
a/s

1 August 66

SAF-OICC/Mrs Cassel/bp/79079/17 May 67

MAY 17 1967

Dear Captain Lagerwall:

Reference your recent observation and subsequent photograph of an unidentified object.

The photography appears genuine insofar as content is concerned. Three images which appear as orange balls are observed on the photography. Examination of the color slide has negated the possibility that these images are the result of an emulsion or processing defect. The images do not give the appearance of having a discernible solid object within them.

A request was submitted for information on aircraft activity that could have accounted for this particular observation; however, to date this information has not been received. As such, no definite identification has been made.

Inclosed is your 35 mm slide. Thank you for submitting it for evaluation.

Sincerely,

GEORGE P. FREEMAN, JR.
Lt Colonel, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Attachment

Captain Harry R. Lagerwall
Second Pilot
54th Weather Reconnaissance Squadron
Andersen Air Force Base
APO San Francisco, 96334

COORDINATED By (Office Symbol, Name, Grade, Date)

SAFOI-CC

SAFOI-C

Copy - SAF-OIC
Compl cy - SAF-OIC
Reader cy - SAF-OIC
Activity cy - SAF-OIC
Stayback

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433



REPLY TO
ATTN OF:

TDETR

Request for UFO Information

SUBJECT:

AUG 18 1966

54th Weather Recon Squadron

TO:

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FOR THE COMMANDER

WARREN S. WHEELER, Colonel, USAF
Deputy for Technology & Subsystems

197

22121

2

PRIORITY

SCF

PETE SAW RUEDVX00313 2140715-2222--RUED33A.
DE RUMABA 1272 2140538
INFO: 2222
P. J. 03322
FM: 2000 CLARK AR PI
TO: 2000 FVA/ADC
INFO: 2000 AFSC
INFO: 2000 CCAF
INFO: 2000 SAF/USAFI WASH DC
INFO: 2000 CMCN/CINCPACAF

1. OBJECTS WERE FIRST OBSERVED AT 1400Z AUG 1966.
2. OBJECTS WERE OBSERVED IN A LINE, TWO OF WHICH WERE (100) 100 (100).
3. OBJECTS WERE OBSERVED IN A LINE, TWO OF WHICH WERE (100) 100 (100).
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PAGE 2 RUMABA 1272 UNCLAS E F T O
3. VISIBLE FOR 10 MIN.

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9. OBJECTS WERE OBSERVED IN A LINE, TWO OF WHICH WERE (100) 100 (100).
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WENT ALL OVER SCENE BUT HEAVILY IN DIRECTION OF OBJECTS.
2. OBJECTS WERE OBSERVED WITH FLUORESCENT MINUTELY, NO
DISTINGUISHING FEATURES WERE NOTED.

3. OBJECTS WERE OBSERVED WITH FLUORESCENT MINUTELY, NO
DISTINGUISHING FEATURES WERE NOTED.

4. OBJECTS WERE OBSERVED WITH FLUORESCENT MINUTELY, NO
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DISTINGUISHING FEATURES WERE NOTED.

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10 E10

PRIORITY

SCF

FFTS 000000VXC0313 2140715-EEEE--RUED-XX.

DE 000000 1275 2140535

ZNY 1275 2140535

P 000352

FM 000000 CLARK AB PI

TO 000000 FVA/000

FM 000000 AFSC

FM 000000 CSAR

FM 000000 SAFOT WASH DC

FM 000000 CINCPACAF

FM 000000

URGENT 1275 2140535 2140715-EEEE--RUED-XX.

FM 000000 (FTL), CSAR (LHNT), CSAR, 1-0 CINCPACAF (DIT), 1-0 (DIT).

FM 000000 REPORT, REFERENCE 2140535-2.

1. 1. ELLIPTICAL IN SHAPE.

2. 2. ESTIMATED AT 11:15 PM 31 JULY 65. ALL AT 11:15 PM.

3. 3. ELLIPTICAL IN SHAPE, NOT WARYING.

4. 4. FORMATIONS OF THREE OBJECTS EACH.

5. 5. IRREGULAR FORMATION BUT AT 11:15 PM 31 JULY 65.

6. 6. 11:15 PM.

7. 7. NO DISCRETE FEATURES OR DETAILS.

8. 8. NO DISCRETE FEATURES OR DETAILS.

PAGE 000000 1275 2140535 2140715-EEEE--RUED-XX.

1. 1. 11:15 PM.

2. 2. 11:15 PM.

3. 3. 11:15 PM.

4. 4. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

5. 5. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

6. 6. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

7. 7. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

8. 8. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

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11. 11. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

12. 12. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

13. 13. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

14. 14. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

15. 15. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

16. 16. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

17. 17. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

18. 18. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

19. 19. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

20. 20. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

PAGE 000000 1275 2140535 2140715-EEEE--RUED-XX.

1. 1. 11:15 PM.

2. 2. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

3. 3. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

4. 4. 11:15 PM. OBSERVED BY 11:15 PM. 11:15 PM. 11:15 PM.

11:15 PM

OBJECTS AND ON RECIPROCAL ACROSS SCOPE FACE. STROKING WAS SEEN ALL OVER SCOPE BUT HEAVIEST IN DIRECTION OF OBJECTS.

2. OBJECTS WERE OBSERVED WITH 10X-POWER BINOCULARS. NO DISTINGUISHING FEATURES WERE SEEN.

3. 11:15 PM. CALL SIGN VULTUR. THREE NINE. ACFT NR 64-0354.

ALTITUDE 13,000 FT. HEADING 210 DEGREES. SPEED 280 KTAS.

ANDERSEN AFB, GUM.

5. 1. 1940-2010Z, 31 JULY 65.

2. NIGHT, WITH FULL MOON.

3. FIRST FIX AT 119792 AT 1431N 12641E APPROX 330NM EAST OF MANTUA.

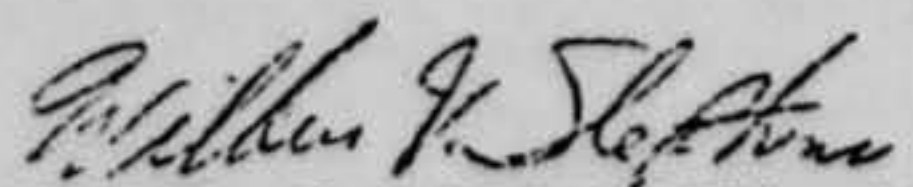
STATEMENT

Reference Clark Air Base message DOI 00009 August 1966, UFO Report. The debriefing and information given to the debriefers was long and extensive. I believe that because of the time lapse since the original sighting that I am unable to provide any information that would be of value or entirely accurate.

At the time of the sighting we were flying a WC-130E aircraft at 18,000 feet on a heading of 280 degrees. I was crew resting in the aircraft bunk when the crew alerted me that they were observing unusual lights. I went forward and was in time to observe three objects in a stack formation at our 10 o'clock position traveling in the general direction of 090 degrees. They appeared to be slightly below our altitude and I would estimate about 20 miles distance. Their color was of a orange/yellow glow and was quite steady. Initial estimate of size was about that of a ping pong ball held at arms length; however, I believe that to be in error. Probably the size was more in the area of the head of a standard thumb tack. The formation was quite well maintained. As the objects came abeam our 9 o'clock position they made a right turn and departed the area on a heading of approximately 180 degrees. It appeared that they started a climb at this time and were observed for approximately another 20 to 30 minutes until they gradually became smaller and smaller and faded out of sight. The lights by that time had changed to a white color. I estimated their angle at about 10 degrees. This was done by using my hand extended at arms length with the thumb up and noting that the aircraft position fell even with finger between the thumb and index finger.

The crew had previously informed me that another formation of three objects had previously passed our aircraft on the same heading (090 degrees) just before I observed the second group. About 10 minutes after I had observed the UFOs described above, two UFOs of the same size and description appeared at our 8 o'clock position on a 280 degree heading at our altitude. They were the same size and color as the first group sighted. Their speed paralleled ours at 280 knots true airspeed. They were in a two ship stack formation. The lead UFO's lights would occasionally go out entirely, then reappear in about ten seconds. After about five minutes of observing this second group, a third UFO was observed by our scanner and confirmed by me at our 5 o'clock position. This UFO appeared to be about 3,000 feet higher than our altitude. This group continued on our track until 100 nautical miles out from Jomalig (Phillipines) VOR when they disappeared into weather.

Weather conditions were scattered, bright moonlight, and visibility unlimited. A trained meteorologist was aboard.


WILBUR V. STEPHENS, Maj, USAF
Aircraft Commander

STATEMENT


On 1 Aug 66 while flying storm reconnaissance, the pilot brought to my attention a number of lights off to the left of our aircraft. I immediately noticed three extremely bright lights (continuous yellowish white) which appeared to be in formation.

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*
*

When I first detected these lights, they were ahead and to the left of our aircraft. As they passed they gained altitude and made a 180° turn taking up a parallel heading, after 15-30 minutes only two lights were visible and they seemed to be directly over each other and heading in a perpendicular direction away from us.

*
*

Believing them to be possible refueling aircraft I checked for green and red lights but was unable to detect any, either visually or thru binoculars. The lights gradually disappeared from sight shortly thereafter.


KENNETH B. KAISER, 1/Lt, USAF
Weather Observer

STATEMENT

On 1 Aug 66 while enroute to a storm reconnaissance area in the South China Sea our navigator noticed that someone was tracking our aircraft on radar. We were East of the Phillipines at this time, on a heading of about 270. While looking to the left of our track to possibly see the aircraft we thought would be making the interference on our radar, the pilot saw a group of lights moving in the opposite direction as our aircraft. There were three lights in the group moving at a very fast rate of speed. These lights varied in color from white to light red. We followed them visually for about five (5) minutes. I believe I was the last to see them as they disappeared behind our plane. While watching the first group our pilot spotted another group quite a bit further to our left moving in the same direction as we were. This as well as the first were in a step line like formation with the lead one being the lowest. This group also changed color the same as the first. Once in awhile two (2) of them would draw closer together and then separate again. We watched these for about fifteen (15) minutes before resuming our primary mission. At one time we turned toward the lights to possibly get a little closer but decided they were too far off our original track. While scanning all around the aircraft for anymore possible sightings I saw a very bright light behind and the right of us at about our five (5) o'clock position. It was all white and very bright. I called the Co-pilot and notified him of this. He turned the aircraft far enough to the right to see this light and verified its presence. After landing at Clark AB, P.I., the Pilot, Co-pilot, Navigator and Weather Officer de-briefed about the sighting with the security people there. They had also radiced the sighting from the aircraft before continuing our flight.

Francis W. Henry Jr.
FRANCIS W. HENRY JR., SSgt, USAF
Flight Examiner, Dropsonde Operator

UFO SIGHTING

On the 1st of August 1966, while on a flight to the Phillippines, I sighted several lights in the sky which to me could not be logically explained. Looking out the left side of the aircraft (to the South of our position), I saw three evenly spaced lights, stacked similar to a set of stairs. The lights appeared generally steady with an occasioned blinking. There was no apparent movenment, but as I watched, the lights disappeared and re-appeared several times. When I first saw the lights they were to the left slightly to the rear of our aircraft, when I last saw the lights they were to the left and slightly forward of our position.

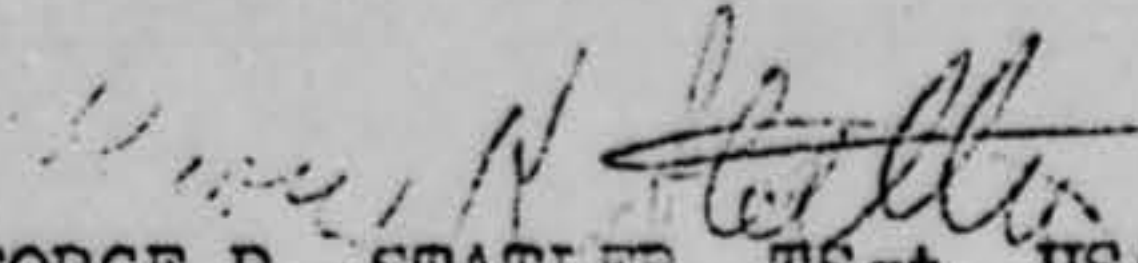

GEORGE R. STATLER, TSgt, USAF
Flight Mechanic
Weather Observer

PHOTO ANALYSIS REPORT

NR 67-33

PAGE 1 OF 1 PAGES

DATE OF REPORT 28 April 1967

SUBJECT UNIDENTIFIED FLYING OBJECT ANALYSIS

LOCATION APPROXIMATELY 330 NM EAST OF MANILA, PHILLIPINES DATE 31 July 1966

PHOTOGRAPHY

AF _____ IR _____ QUALITY _____
P NRS One 35 mm slide

1. PURPOSE: This report is written in response to Work Order Number 67-13, submitted by Major Quintanilla, TDETR, requesting photo analysis of the attached slide to determine what the unidentified object may be.

2. ANALYSIS: The photography appears genuine insofar as content is concerned. Three images which appear as orange balls, are observed on the photography. Examination of the submitted color slide has negated the possibility that these images are the result of an emulsion or processing defect. The images do not give the appearance of having a discernible solid object within them. No satisfactory explanation could be made of these images.

PHOTO ANALYSIS BY:

Charles A. Burton

CHARLES A. BURTON
Intelligence Research Specialist

APPROVED BY:

William L. Turner

WILLIAM L. TURNER
Major, USAF
Chief, Photo Analysis Branch

Wilber Price, Jr.
WILBER PRICE, JR.
Chief,
Photo Exploitation Division

SEND Neg. To photo

1 Aug 66

TDETR/Maj Quintanilla, Jr/70916/hl/10 Oct 66

Request for UFO Information (54 WRSA (MAC) ltr, undated)

OCT 12 1966

54th Weather Reconnaissance Squadron (MAC)

Reference the unidentified observation of 1 August 1966 by the crew of a WC - 130E aircraft. Request information on any aerial refueling missions that could have caused this particular observation.

FOR THE COMMANDER

L. De Goes

LOUIS DE GOES, Colonel, USAF
Deputy for Technology & Subsystems

COORDINATION
ORIGINATOR:

H
TDETR MAJ H QUINTANILLA, JR

DATED 10 Oct 66

Paul C. San Juan
TDET

DATED 11 Oct 66

TDETR OFFICIAL FILE COPY

DEPARTMENT OF THE AIR FORCE
54TH WEATHER RECONNAISSANCE SQUADRON (MAC)
APO SAN FRANCISCO 96334



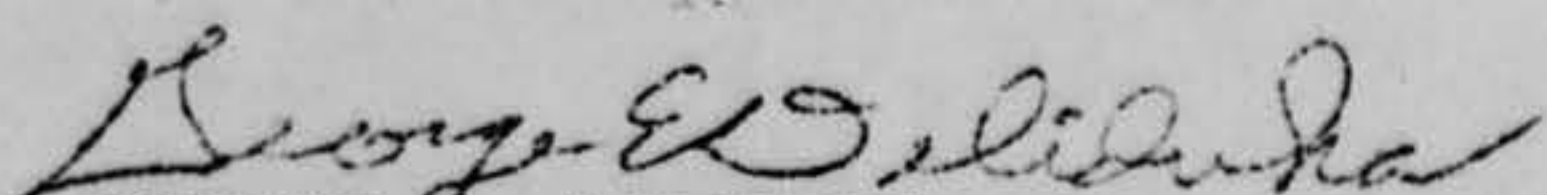
REPLY TO
ATTN OF: 54WRSA (MAC)

SUBJECT: Request for UFO Information

TO: Hq Foreign Technology Div (TDETR)(AFSC)

Reference your letter same subject as above, dated 18 Aug 66, the attached statements are forward per your request.

FOR THE COMMANDER


GEORGE E. DELIDUKA, Capt, USAF
Administrative Officer

7 Atch
a/s

STATEMENT

Reference Clark Air Base message DOI 00009 August 1966, UFO Report. The debriefing and information given to the debriefers was long and extensive. I believe that because of the time lapse since the original sighting that I am unable to provide any information that would be of value or entirely accurate.

At the time of the sighting we were flying a WC-130E aircraft at 18,000 feet on a heading of 280 degrees. I was crew resting in the aircraft bunk when the crew alerted me that they were observing unusual lights. I went forward and was in time to observe three objects in a stack formation at our 10 o'clock position traveling in the general direction of 090 degrees. They appeared to be slightly below our altitude and I would estimate about 20 miles distance. Their color was of a orange/yellow glow and was quite steady. Initial estimate of size was about that of a ping pong ball held at arms length; however, I believe that to be in error. Probably the size was more in the area of the head of a standard thumb tack. The formation was quite well maintained. As the objects came abeam our 9 o'clock position they made a right turn and departed the area on a heading of approximately 180 degrees. It appeared that they started a climb at this time and were observed for approximately another 20 to 30 minutes until they gradually became smaller and smaller and faded out of sight. The lights by that time had changed to a white color. I estimated their angle at about 10 degrees. This was done by using my hand extended at arms length with the thumb up and noting that the aircraft position fell even with finger between the thumb and index finger.

The crew had previously informed me that another formation of three objects had previously passed our aircraft on the same heading (090 degrees) just before I observed the second group. About 10 minutes after I had observed the UFOs described above, two UFOs of the same size and description appeared at our 8 o'clock position on a 280 degree heading at our altitude. They were the same size and color as the first group sighted. Their speed paralleled ours at 280 knots true airspeed. They were in a two ship stack formation. The lead UFO's lights would occasionally go out entirely, then reappear in about ten seconds. After about five minutes of observing this second group, a third UFO was observed by our scanner and confirmed by me at our 5 o'clock position. This UFO appeared to be about 3,000 feet higher than our altitude. This group continued on our track until 100 nautical miles out from Jomalig (Phillipines) VOR when they disappeared into weather.

Weather conditions were scattered, bright moonlight, and visibility unlimited. A trained meteorologist was aboard.


WILBUR V. STEPHENS, Maj, USAF
Aircraft Commander

STATEMENT

On the morning of 1 Aug 66 our crew was enroute to the South China Sea area, from Andersen AFB, Guam, on a storm mission. I was in the left seat at the time the Navigator, Lt Weaver, mentioned that someone was "pointing" us, from our left. After scanning the area for a short time, I saw a group of three lights in stacked formation at our 11 o'clock position (level), heading in the opposite direction from us. We were traveling almost due west, the lights appeared to be traveling east. At the time of the sighting it was dark, an hour or so before daybreak at that longitude. The lights appeared to be several times the size & brightness of the brightest stars on planets. At their closest point, they seemed to be almost the size of a dime held at arms length. I called the attention of the crew to the formation of lights, and while we were watching them, we sighted a second formation of three lights proceeding in the opposite direction (westward). The 2nd formation was not as large or bright as the first, it appeared to be further away. I asked one of the crewmembers to get my camera and binoculars from my travel bag, and when I got them, we took turns observing the objects. Thru the glasses (10 X 50, field 5.5°, color corrected lenses), objects appeared to be about the size of golf balls, but more flattened, & oval, not perfectly spherical. They varied in color (both with & without the binoculars) from white to blue - white to pale yellowish-white. There were no distinguishing features to indicate that they were aircraft of any type. My first impression was that they may have been a formation of aircraft, but they did not look like anything I have ever seen before. I have seen many night refueling formations with their lights on (both KC-97s & KC-135s) when I was in SAC. When these objects made a turn, there was no change in their appearance, only in their apparent direction of travel. (The lowest was the foremost).

We made one 90 degree level turn towards the objects, to see if we could get a bit closer, but after we completed our turn they appeared to be climbing slightly and traveling away from us, so we returned to our original heading.

At the time during the $\frac{1}{2}$ hour we viewed them intermittantly, the 2nd group of lights had only 2 lights instead of 3. At the request of one of the crewmembers in the rear of the aircraft, we turned slightly right. They said they saw the 3rd light of the formation to our rear right, while the others were still on our left, (at our 9 o'clock position when we were on course) I cannot confirm what they saw, since we did not turn far enough right for me to see the object from my position in the left seat. I attempted to take several photos of the objects, but I did not expect to get any good shots since I was using color film & it was dark. To take the photos I had the flight deck lights turned off, or low, so there were no reflections on the windows. I set the camera at 1 second at 1.9, focused at infinity. The film was Kodak Ektachrome - X, film speed 64. No filter was used. The camera is a Canon "Canonet", number 1411711, with a Canon lens, SE 45mm 1:1.9. The camera was hand-held during the shots. Two shots (also included) were taken of the pilots radar scope (same settings). The camera is a "rangefinder" type, not a single lens reflex, and thru the rangefinder the objects were almost impossible to see. The only two that clearly show the objects are not centered, and the others show nothing. The original report filed at Clark AB, P.I., was rather lengthy and very detailed. If the information you received was not sufficient for evaluation, either the entire report did not reach you, or the questions asked in AFR 200-2 ~~were answered, all the questions, except about the~~ ~~photos, but~~ were insufficient.

Harry R Lagerwall
HARRY R. LAGERWALL, Capt, USAF
Second Pilot

STATEMENT


On 1 Aug 66 while flying storm reconnaissance, the pilot brought to my attention a number of lights off to the left of our aircraft. I immediately noticed three extremely bright lights (continuous yellowish white) which appeared to be in formation.

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When I first detected these lights, they were ahead and to the left of our aircraft. As they passed they gained altitude and made a 180° turn taking up a parallel heading, after 15-30 minutes only two lights were visible and they seemed to be directly over each other and heading in a perpendicular direction away from us.

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Believing them to be possible refueling aircraft I checked for green and red lights but was unable to detect any, either visually or thru binoculars. The lights gradually dissappeared from sight shortly thereafter.



KENNETH B. KAISER, 1/Lt, USAF
Weather Observer

STATEMENT

On 1 Aug 66 while enroute to a storm reconnaissance area in the South China Sea our navigator noticed that someone was tracking our aircraft on radar. We were East of the Phillipines at this time, on a heading of about 270. While looking to the left of our track to possibly see the aircraft we thought would be making the interference on our radar, the pilot saw a group of lights moving in the opposite direction as our aircraft. There were three lights in the group moving at a very fast rate of speed. These lights varied in color from white to light red. We followed them visually for about five (5) minutes. I believe I was the last to see them as they disappeared behind our plane. While watching the first group our pilot spotted another group quite a bit further to our left moving in the same direction as we were. This as well as the first were in a step line like formation with the lead one being the lowest. This group also changed color the same as the first. Once in awhile two (2) of them would draw closer together and then separate again. We watched these for about fifteen (15) minutes before resuming our primary mission. At one time we turned toward the lights to possibly get a little closer but decided they were too far off our original track. While scanning all around the aircraft for anymore possible sightings I saw a very bright light behind and the right of us at about our five (5) o'clock position. It was all white and very bright. I called the Co-pilot and notified him of this. He turned the aircraft far enough to the right to see this light and verified its presence. After landing at Clark AB, P.I., the Pilot, Co-pilot, Navigator and Weather Officer de-briefed about the sighting with the security people there. They had also radioed the sighting from the aircraft before continuing our flight.

Francis W. Henry Jr.
FRANCIS W. HENRY JR., SSgt, USAF
Flight Examiner, Dropsonde Operator